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A SUMMARY OF RECENT INDICATIONS OF DISPERSION IN THE AXIS AIRCRAFT INDUSTRY

Description

A compilation and analysis of recent intelligence on aircraft plants in German Europe.

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SUMMARY AND CONCLUSIONS

1. Ground intelligence on small aircraft firms at new locations has been compiled, and the reports classified into 6 groups depending on the type of activity reported.

2. The largest group is that about which no definite statement can be made at present. It seems unlikely, however, that the majority of the reports of new developments reflect dispersal following the bombing of fighter aircraft facilities.

3. Only a small number of the plants have thus far been mentioned in more than one report. The chance that a reported plant actually does exist is very strong if three or four separate and distinct reports have mentioned it. The eleven plants mentioned more than once are:

Firm	Location	Activity	Number of Plants
Dornier	Deheren, Hungary	Do-217	5
Mraz	Trentsin, Czechoslovakia	Ju-87-88	4
Messerschmitt	Furstenwald, Germany		2
Junkers	Lody, Poland	Ju, a/c production	3
Junkers	Kralov Dvur, Czechoslovakia	Ju a/c and/or engine production	2
Ostmarkwerke	Prague Kbely	Jumo production	3
	Okecie, A/C, Warsaw	various repairs	3
Sihyshaw Werke	Elbing, Poland	repair work	2
	Wörgle, Austria	various ma, parts	5

Heinkel	Heydebrech, Silesia		2
Aero	Prague/Karlin Czechoslovakia	a/c and/or aero-engine parts	2

4. The geographical distribution of the plants mentioned suggests a marked concentration of production and engine work, and perhaps of other activities as well, in and near Czechoslovakia, as indicated in the following table of locations:

Type of activity	Czechoslovakia[a]	N&C Poland	N&C Germany	South Germany	Austria	Hungary	Others including unlocated places
New production complex	5	0	1	0	3	0	2
Probably extension of old a/c firms or types	6	5	3	1	1	0	1
Engine work	8	1	1	2	3	0	1
Repair	0	3	1	0	0	0	0
Minor components	0	3	2	0	0	0	0
Unknown	24	1	3	1	3	1	1
Total	43	13	11	4	10	1	5

a. Includes nearby regions of German and Polish Silesia and Western Hungary.

A SUMMARY OF RECENT INDICATIONS OF DISPERSION IN THE AIRCRAFT INDUSTRY

I. SCOPE OF THE DISCUSSION

This paper attempts to summarize the more recent ground intelligence relating to dispersal in the European Axis aircraft industry. No startling pattern emerges from this analysis; it may, however, clarify some of the confusion that Bohemian, Slovakian, and Polish names create, and it may even help to allay the recurring fears that, because of the German industry's present dispersed nature, bombing has little or no effect on production.

Three classes of intelligence are excluded from this discussion:

1. In general, only information is discussed which has been obtained in 1943 or 1944. Reports obtained prior to January 1943 have either been proved by aerial cover or confirmed by further intelligence; lacking confirmatory reports during the past 15 months the original report may be disregarded.

2. This paper does not attempt further to substantiate the veracity of earlier reports on plants whose existence has now been proved by aerial cover, or plants about which so much ground intelligence has been collected that there are no further doubts as to their existence.

3. Those problems arising out of the dispersal of Wiener Neustadter Werke I and II are excluded.

Specifically, therefore, no mention is made of the Focke Wulf Cieszyn plant (Teschen)(Poland,) Famo at Breslau, Flugmotorenwerke Graudenz (Poland), the better known (photographed) Prague and Olmutz plants, the Kranj (Jugoslavia) textile mills, Messerschmitt at Kematen (Austria), Heinkel at Jenbach (Austria), Erla at Johanngeorgenstadt, Arado at Wittenberg, Heinkel at Meilec[1] and Budzyn (Poland), and the "Steinengen" reports on Hallein and Villach, as well as those at Brixlegg, Hall and Schwaz (all in Austria).

4. Reports of new plants in France and the Lowlands have been excluded.

II. INDIVIDUAL REPORTS CLASSIFIED

Six general classes of reports are recognized: (1) those pertaining to a new production complex; (2) those pertaining to an extension of production of a well known German firm or aircraft type; (3) those pertaining to engine-component (and possibly engine-repair) plants; (4) those pertaining to minor component manufacture; and (6) unattached,

1. There is one report, an ADIK P/W interrogation, mentioning a suspected plant at Milizs, Poland, located between Kracow and Lwow. Milizs, it appears, is the way Mielec would be spelled phonetically, and this report is therefore not mentioned.

miscellaneous intelligence which cannot at present be put into any category. In assessing these categories, however, it must be recalled that the original reports on a given plant are quite likely to be erroneous as to the nature of the work done. The frequency with which reports dealing with Junkers aircraft and Jumo engines (Junkers Motorewerk) are indiscriminately mixed only serve to illustrate this: and one report mentioned below, for example, states that "Heinkel at Heyderbreck (makes) Heinkel engines and artillery ammunition . . . a sign over the entrance says 'Farbenindustrie'". The placing of a given report in one of these categories must be essentially tentative; further intelligence on a given plant may well move it from one to another.

Only a small percentage of these plants has thus far been mentioned more than once. The chance that a reported plant actually exists is very strong if 3 or 4 separate and distinct reports have mentioned it.

The intelligence concerning plants in each of these categories is discussed below, and five appendices are attached which present the ground intelligence respecting the plants in each of these categories.

A. New Productive Complexes (see Appendix A and Map 1)

Data on new productive complexes are scanty and only four points of interest emerge. None of the plants mentioned has more than one report to substantiate it.

1. There have been two reports suggesting that the often-reported plant devoted to production of the wooden FW 154 at Cieszyn (Poland) may in reality be a typical "complex." The earlier of these dated 5 June 1943, states that the plant at Piela (exact location not known, but stated to be 17 miles SW of Gleiwitz) is not yet in operation, but that production of wooden bombers is planned there. The second report, dated 23 March 1944, states that a plant at Turany (Czechoslovakia)(25 km SE of Zilina) makes wooden wings; a plant NE of Presov (Czechoslovakia) makes propellors, fuselages, and wings which are sent to a large new aircraft plant near Katowitz (Cieszyn is about 38 miles SW of Katowitz), and that fabric coverings (for control surfaces?) are sent to Presov from a textile plant in Zilina proper. As shown in Map 1, three of these plants are fairly near Cieszyn; Presov, however, lies about 125 miles to the SE.

2. One report states that the Heinkel complex at Mielec (- Budzyn?) consists of the Heinkel plant at Grinbach, and possibly at Huchen, the Jenbachberg u Hultenwerke, Wumag-Goerlitz and Loitzer Metalbau at Loitz (Pomerania). The Jenbachberg plant presumably refers to the known Heinkel plant at Jenbach (Austria), but the location of Grinbach and Huchen have not been determined thus far. As is shown in Map 1, Jenbach, Loitz, and Goerlitz are at a considerable distance from Mielec, which would certainly make this, possibly two, an atypical dispersal pattern.

3. There is one report, or possibly two, mentioning a new plant at Holesov, Moravia. This works is stated to employ 38,000 and be working on a large 4-engined bomber similar to the Fortress or Liberator.

4. There is a suggestion in one report that "parts for new types of airplanes" are being made at (1) the Danubia Works-Krottenbachgasse, Wien XIX and (2) at the Graf and Stift Works, Wien XIX. Scattered Viennese plants could easily be doing subcontracted work for the nearby Heinkel plant at Schwechat (which is producing a "new type" aircraft, the jet-propelled He 280), and further information on this, as well as on the other three suggested complexes, is needed before any more definite statements can be made.

Two of these plants or plant systems are located in or near Czechoslovakia; and Goerlitz, at least, of the Mielic system is fairly close to the Czech border, being east of Dresden.

B. The Extension of Existing Aircraft Firms or Plane Types (see Appendix B, and Map 1)

Plants at some 19 places are mentioned as being extensions of existing firms apparently producing standard plane types. Of these, the first five have received several reports throughout the period under consideration; the remainder are mentioned but once.

1. Dornier. Four reports, the earliest of which is dated 18 June 1943, mention a new Dornier works at Debrecen,

Hungary (or Hotobagy, immediately to the west). One of these reports gives an output of 20 per month, a classic production figure for Dornier complexes, another states that this is a branch works "for the production of Do 218" (217?). In view of Dornier policy to disperse its facilities, it is not unlikely that some component work is done here, but it seems improbable that entire aircraft are made and/or assembled.

2. Weser (?). There are four reports on the activity of the Mraz firm in Trentsin (Trenchanske Biskupice), Slovakia; these variously or simultaneously state He 111 or Ju 87 or Ju 88 production is being or is to be carried on here. One report mentions an eventual production figure of 1,000 per year. It is barely possible that Weser may be tied into this output, this tentative suggestion being based on the mention of "Stukas" and on the production figure, which is about 85 per month, typical Stuka output.

3. Messerschmitt. There are two reports suggesting that Messerschmitt may have a plant at Fürstenwald, east of Berlin. This may refer to repair activity, etc. at the Fürstenwald airdrome. Nothing further is known of this plant's activities. In addition, there is one long, relatively convincing P/W report on a Messerschmitt plant near Schrobenhausen reported producing large Messerschmitt aircraft parts which were shipped to Regensburg by rail. It is quite possible that Me 323 parts for the Obertraubling plant are or were made here.

Another report mentions a plant at "Scharringhausen in Verdingen", which might possibly refer to this same plant. There is a Veringen at 48°10' N; 9°13' E, about 30 miles to the SW.

4. Junkers. Two reports refer to Junkers work at Lodz, (Poland); one of these especially mentioning the L. K. Poznanski cotton factory.

5. Junkers

a. The Junkers activity at Lodz is apparently also tied in with the Schlosserische Manufaktur at Ozorkow (Poland). Both reports could, of course, refer to work on Jumo engines.

b. As will be noted below, there are several reports on aero-engine work at Kralov Dvur (Bohemia). In addition, several reports state that Junkers parts are made here. Junkers aircraft, specifically, are tied to the Textilewerke A.G., which was vacated early in 1943.

c. Junkers is also reported engaged in "assembly" of parts received from Germany at Debica (Poland).

d. Parts for Junkers "fighters" are reported manufactured in the exhibition hall of the Kralovska Obora at Prague/Holesovice. This presumably is a quite small plant as the labor force is given at 400-600.

e. Components for Junkers assemblies, moved from Scone-beck (Schonebeck?) and Dessau, are reported set-up in an old spinning mill at Neustadt Tafelfichte, Czechoslovakia. This

report is somewhat confusing as it states "all pieces made (are for) the Jumo motor", and Schonebeck's activity in the past had mainly been engaged in the manufacture of minor airframe components. This report is interesting however in the statement that this development represented an evacuation due to fear of bombing.

f. Junkers is reported at Fuzfo, Hungary. This may course refer to engine production. This town has not been located.

g. One report gives the address of a Junkers plant at Flugzeugbau, Warsaw 19. This may of course be repair or engine production. Internal evidence in the report suggests that this plant is doing engine repair or component work, despite its name. This is in the Kolo or Wola district, a considerable distance from the airport, where extensive repairs are known to be made.

6. Heinkel

a. As mentioned above Heinkel is referred to in a very confusing report on a new plant at Heyderbeck (Southern Poland). (See also below).

b. He 111 components are reported being made at Staaken near Berlin.

c. The He 115 (a.T.E. coastal torpedo plane) is reported in production by Krauppertal Eisenbahnwerke, Danzig.

d. The Flugzeugwerke Hagenow, near Schwerin, Mecklenberg is stated to have taken over part of Rostock's (Heinkel) production.

7. Dornier. Dornier is reported to have a new plant under construction at Kraupischkin (Platzdorf), East Prussia.

8. Focke Wulf. Focke Wulf is reported producing the Fw 189 and 190 at another unlocated town - Adlerhorst. The coordinates given (20°32' E, 52°26' N) place this town north of Warsaw, but two other towns mentioned in the same report - Grunfleiss and Kaltenbonn - also have distinctly Germanic names and also cannot be located.

9. The Wiltoshingen plant at Waldshut (SW Germany) is reported making 20 aircraft daily. This modest output is stated to include Me 111, Me 109, and Do 217 parts.

The 19 places mentioned in Sections a through i above have a considerable geographic range:

6 are in or near Czechoslovakia[1]
5 are in Poland and East Prussia
3 are in Central and Northern Germany
2 are in Hungary
1 is in Southern Germany
1 is in Austria
1 is not definitely placed

Of far greater interest, however, is the obvious trend suggested by these reports that bomber manufacture, not fighter production, is springing up in these areas of new development:

a. Dornier is associated with two and possibly three places, one of which, Debrecen, Hungary, is mentioned in four separate reports.

1. Includes Debica and Heydebrech in South Poland.

b. Junkers is tied to 8 places. Of these, Trentsin is mentioned four times and Lodz, twice; Delbica, Neustadt Tafelfichte and the others once each. As previously mentioned some of these reports may refer to Jumo engine work.

c. Heinkel is associated with three places, only one of which, Heydelrech, may be mentioned more than once.

d. Messerschmitt fighter manufacture may be tied to two places: Furstenwalde (2 reports), and possibly Waldshut. The reported plant at Schrobenhausen is apparently connected with Me 323 production.

e. Focke Wulf is mentioned in connection with the yet unidentified town of Adlerhorst.

C. Engine Firms (see Appendix C and Map 2)

There are at present 15 places that are specifically tied to aero-engine (or components) manufacture. As was the case with the places discussed immediately above, few of these locations have been reported more than once.

1. Daimler Benz production is tied to five[1] places:

Niemautch, Hannover
Vandans, SW Germany, ("20 DB-606 per?")
Vienna ("60 DB-601's in February 1943")
Bratislava, W Slovakia, ("new Factory")
Nova Paka, N Bohemia ("4,000 engines per year")

Few of these reports are particularly specific; no place is mentioned more than once.

2. Junkers Jumo production is associated with the following four places.

1. See also Kralov Dvur under Junkers (Section below).

a. Kralov Dvur (Koniginhof) has been already mentioned in connection with Junkers aircraft production, and there is, in addition, one report mentioning Jumo component production here for Mittledeutsche Motorenwerke at Taucha. An earlier report (8 September 1942) associates Daimler production with this place.

b. The Ostmarkwerke in Prague/Kbley and, possibly, Prague XIX-Ruzyne are tied to Jumo production. The former location is mentioned 3 times; once however in association with the Aero firm: "Aero is building aero-engine at two plants in Prague-Karlin (Rokycanova St.) and in the well known workshop of its Kbely plant . . .."

c. The possibility that the address, Junkers Flugzeugbau, Warsaw 19, may refer to engine work has been noted above.

d. One report states that workshops and stores are being sent from Magdeburg to Kolin, E of Prague.

3. In addition, the following plants or places are stated to be doing "aero-engine production", there being no firm or engine type to tie them to:

Matallwarenfabrik Wieland, Ulm ("aero engine production")
Motorenwerke Stadlau b/Wien ("crankshifts, pistons, bearings (?)")
Kradec Kralove, near Plotiste, Bohemia, ("light metal castings")
Weser Flugzeugbau, Robstein, Czechoslovakia ("parts for aero-engines")
Flugzeugmotorenwerk Peedersdorf (location not known, begun operations end of February 1943)
Flugmotorenwerke Trebninmi (Trebnitz or Trzebnica?) ("in operations")

Pulowy/Klikowa, Poland

Geographically, the belt through Czechoslovakia again includes the preponderance of these reported plants:

Czechoslovakia, 8 (including 2 places in Prague)
Austria, 3 (including Bratislava)
South Germany, 2
North Germany, 1
Central and Northern Poland, 1
Unknown, 1

D. Minor Components and Miscellaneous Activity (see Appendix D and Map 2)

Seven places are named as producers of minor components. None of these is mentioned more than once; however, with a single exception, these are all relatively recent reports. Three of these places are in Poland, two in Germany;

Luckenwald, Central Germany - "Designing office and testing labs"
Martin Schmitt, Werder a.d. Havel - "Plastic materials"
Various, Lodz, Poland[1] -
Deblin aircraft factory, Poland - "He 111 fuel tanks"
Usine de Weichmetall, Thorn, Poland - "undercarriages (150 per month)"
Apparatenbau, Rumia, Zagorze-Gdynia - "Aircraft instruments."

E. Repair Work (see Appendix E and Map 2)

It has been mentioned previously that many of the reports on new engine or aircraft production might in fact only refer to repair work. The following places, however, are apparently clearly tied to this function. Three of these places are in Poland, one in Northern Germany.

1. Five shops have been mentioned recently in Lodz. These are
Filter I. Mann - F.W. 190 fuel tanks
Miller & Sredel - undercarriage parts and sub-assembly
W. Krunche, Pabravice - aircraft parts and machine tool overhaul
H. Kosta - a/c instruments, and some repair to instruments
Christran Fluggeratewerke - starters and aero instruments, also some engine-component machinery.

1. Okecie airodrome, Warsaw - "various engine and airframe repairs"
2. Sihyshaw Werke, Elbing, N. Poland - engine repairs
3. Frontreperatur VDM Piotrokow Trybunelski, Poland - propellor repairs
4. Aircraft factory at Eldena, Mecklenburg, - 8 large hangers, with nearby airdrome having 30 aircraft of various types. Twenty aircraft are said to be "assembled" there over an unspecified period.

There are several reports mentioning the Okecie airport: Two state the repair shops are in the Skodawerke grounds, and one mentions Jumo, Daimler Benz, BMW, Franckerwerke (?), Bosch, and Junkers Flugzengwerke; while the second only refers to Daimler Benz repairs. Another report ties the Paluch firm (formerly PZL-WP #1) at Okecie to fuselage "construction" and aircraft assembly. Two reports mention Elbing - one specifically names the Sihyshaw Werke but merely states aircraft and tank parts are produced; the second, although not naming the factory, gives some detail as to location and mentions the engine-repair work given above. As was the case with Fürstenwalde, mentioned above, these reports might refer to activity at the Elbing airdrome. The other localities are only mentioned once each.[1]

F. Activity As Yet Unidentified (see Appendix F and Map 3)

By far the greatest number of reports received fall into this category, 35 places having been mentioned thus far. The geographic concentration near and in Czechoslovakia noticed previously is even more pronounced in this instance. These reports are summarized as follows:

1. The repair work at Heiligenbeil airdrome, already known has been mentioned in 5 reports. Ju 88 repairs are mentioned in several of these, although it is believed some FW 190 work is done there.

Earliest date of reports	Firm & Place	Reported Activity	Number of Reports
		Central Germany	
Nov. 43[1]	Vennusberg	Assembly of 6-engine bombers	1
	Tribben	Aircraft plant	1
Oct. 43	Wunsdorf	Underground aircraft plant	1
		South Germany	
Apr. 43	Scharrenhausen in Verdingen[2]	Aircraft plant	1
Jan.-Apr. 43[1]	Calw, Wurtenberg	Aircraft components (and engines?)	1
		Austria	
Oct. 43	Worgle	Various reports of activity: either Me parts or bomber-fighter are fitted with rocket guns	5
Oct. 43	Hirtenberg	"Aircraft components"	1
Feb. 44	Biskubiza near Bratislava	Bomber construction in old castle	1
		Czechoslovakian Region	
	Marische-trubau	Wing tips and cowls	1
Feb. 44[1]	Hydroelectric works at Myaya	Aircraft parts	1
Apr. 44	Heimine works at Laband near Gleiwitz	Aircraft parts (and light metal castings?)	1
Jan. 44	Ver. Textile etc. Mlada Boleslav	Aircraft production	1
Jan. 44	Chocolate factory Sudetengau-Lobositz	Italian aircraft production	1
Jan. 44	Paper factory, Neudek	Italian aircraft production	1
Jan. 44	Textile factory, Neudek	Aircraft production	1

1. Information date
2. See also report on Schrobenhausen above.

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Earliest date of reports	Firm & Place	Reported Activity	Number of Reports
Jan. 44	Tobacco factory, Sudetengau-Joachimsthal	Italian aircraft production	1
Jan. 44[1]	Mrazek factory, Chocen (E. Bohemia)	Airplane work	2 (?)
Apr. 44	Mraz at Nitra	Fuselages (?)	
Dec. 43	Maceska plant, Hostavai (Hostwice nr. Prague)	New plant for Aircraft manufacture	1
May 43	Mraz firm, Presov	Bomber (?) plant under construction	1
May 43	Heiterbeck Ger. Silesia (?)	Big plant under construction[3]	1
Sept. 43	Gerlach works, Schumbach (Upper Silesia-not pinpointed)	Producing 12 aircraft per month	1
Sept. 43	Zimmern Piano factory Ebersbach Saxony	Mainly aircraft ribs; some wings for aircraft and gliders	1
Sept. 43	Forester Piano Factory Lobau Saxony	New production of aircraft parts	1
Oct. 43	Reichenberg (Liberec) Sudeten	Aircraft assembly plant	1
Nov. 43	Bismark works, Katowice (Upper Silesia)	Largest German Aircraft plant in region	1
Mar. 43	Bruna Machinenbau, Brunn	Aircraft parts	1
Mar. 44	Textile factory, Jihlava	Aircraft manufacturing	1
Mar. 44	Textile factory, Brunn	Aircraft manufacturing	1
	Lene Co., Pulowy-Klikow, Poland	Aircraft parts	1
Dec. 43	"Aero" auto repair shops - Prague Karlin	Aircraft parts[4]	2
Jan. 44	Sochn textile works Kralov Dvur	Aircraft works[5]	1

1. Information date.
3. See also report above on Heinkel at Heyderbrech.
4. See also reports on Aero under Engines, above.
5. See also reports on Engines and Old Firms for other reports on this city.
2. See also report on Schrobenhausen above.

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Earliest date of reports	Firm & Place	Reported Activity	Number of Reports
		North and Central Poland	
Aug. 43	Wejherowo (Neustadt)	Aircraft components	1
		Hungary	
Nov. 43	Metallurgical factory, Diosgyor	Aircraft and assault tank production	1
		Miscellaneous	
Mar. 44	Tecuci, Rumania	Assembly of 2- and 3-engine aircraft. Components from Germany and Czechoslovakia	1

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As noted, many of these reports are of relatively recent vintage, but it is nevertheless surprising that only three or four places -- Kralov Dvur, Worgle, and Prague/Karlin and possibly Chocen are mentioned more than once each.[1]

Another surprising aspect is that while most of the reports (or the earliest mention of a town) occur from September on, there is little or no suggestion of evacuation from bombing. The plants at Lobositz, Joachimsthal, and Neudek (the paper mill and probably the textile mill) are definitely mentioned in connection with evacuation of Italian facilities. The Mlada Boleslav plant is reported to have been designed for aircraft production early in 1943, as were both the textile mills at Kralov Dvur, one of which is tied to Junkers. One report specifically mentions a transfer of men and machinery to Wunsdorf, which is east of Hannover; another that Prof. Messerschmitt was investigating the textile factories at Brno, and Jihlava for the transplantation of the aircraft industry. Restated, it is surprising that so little is specifically said about transfer of the fighter-aircraft industry. In none of these reports is there anything like the almost immediate, definite reference to the dispersal of Wiener Neustadter flugzeugfabrik to nearby textile plants. The one report mentioning the possibility of Messerschmitt parts being made at Worgle is unique, surrounded as it is by the reports

1. Hertenbrech may be the same as Heyderbeck. Prior to 1943, Mraz at Nitra and Chocen was believed to be doing some kind of aircraft work -- possibly gliders or trainers.

mentioning bombers (Tecuci, Rumania; Presov, Slovakia; Biskubiza, Vennusberg), wing tips and cowls (Mabrisch-Trubau), ribs (Ebersbach, Saxony), etc. There is a suggestion of the need of some dispersal in the above-mentioned visit to Prof. Messerschmitt to the Brno region and in the report that "aircraft parts are to be made in a factory hastily built . . . in the old buildings of the hydro-electric works at Myaya". Besides these, however, the following firms or towns comprise the residue which might actually be tied to dispersal following bombing, but for which definite proof is lacking at present:

"Aero" at Prague/Karlin
Lena Co. at Pulowy/Klikowa
Diosgyor, Hungary
Bismarck Works, Katowice
Reichenberg (Liberec) Sudeten
Maceska firm at Hostivia (Hostwice?) Prague
Mrazck factory at Chocen, E. Bohemia
Heimine works at Laband M. Glewitz

This relatively large influx of reports which rather vaguely mention "aircraft production, etc.", however, might be caused by a number of other reasons.

1. Some reports might be "plants" to suggest a transfer of industry to this relatively safe part of the world and to draw attention away from those plants still not attacked.

2. This increase in activity might largely be due to the normal degree of subcontracting ancillary to the once-anticipated expansion of aircraft production.

3. Repair work might be taking place in large percentage of these plants devoted to aircraft "production". The frequent association of "assembly" and "production" to known

repair facilities is strongly suggestive.

4. They may be engaged in such ancillary activity as jig construction, machine repair, etc.

The resolution of this problem can only wait on time. If these original reports are reliable as to general activity, further information on these localities should reclassify them into one of five categories previously mentioned.

APPENDIX A.

GROUND INTELLIGENCE ON NEW PRODUCTION

Source	Report	Date
OSS B4011E	A/C plant at Piela (17 mi. SW Gleiwitz) -- not yet in operation. Planned to make wooden bombers here	5 June 43
A-23957-Istanbul RB-5877	1. Turany 25 km SE Zilina -- all wood wings for fighters and barracks (subassemblies) 2. Larger NE of Presov -- 1200 workers making props, fuselages and wings for wooden fighters. Wings sent to large new A/C plant near Katowitz 3. Silleziner Tush Fabrik at Zilina (textile plant) makes fabric covering for A/C parts (control surfaces) - sent to Presov.	23 Mar. 44
SP-1108	Following firms collaborating with Heinkel at Mielec: He -- Grinbach He? -- Huchen Jenbachberg u Hultenwerke Wumag-Goerlitz Loitzer Metalbau - Loitz Pomerania	11 Mar. 44
6-1787 Turkey	Holesov, Moravia Large new plant employing 38,000 on four motored A/C -- similar to B-17 or B-24. All parts, excepting motors, made there.	Inf. - Jan. 44 Rpt. - 22 Feb.
52-6005-1-8 (Czech. Intel?)	In the list of prohibited areas in the Protectorate, Holesov is given as the site of a new aircraft factory. (Same source and possibly report as above?)	22 Feb. 44
Pol. Intel. #2820/43	Danubia Works - Wien XIX, Krottenbachgasse Making parts for new types of airplanes	3 Aug. 43
Pol. Intel. 2820/43	Graf and Stift Works --Wien XIX Parts for new types of A/C	3 Aug. 43

APPENDIX B.

GROUND INTELLIGENCE ON OLD FIRMS

Source	Report	Date
P/W in US	Me at Furstenwald; Factory 6 km from Badsarau	
L 9437	Possible Me plant at Furstenwald	20 May 43
SP 565 S-1689/44	Flugzengwerke Hagenow, Mecklenburg. Plant 2.5 km from Schwerin in the direction of the road. Factory site 300 x 600 m. in forest. Factory took over Rostock production. Aerodrome nearby. Alleged output 3 TE A/C/day	17 Feb 44 Inf: Dec. 43
Report in OSS Files	Trentsin New A/C factory established here for manufacture of He 111 and Stukas	C Sept 43
52-5989	A/C factory of Mraz firm, at Nitra, built branch at Trencanske Biskupice, where Stukas are being manufactured at a very accelerated rate of speed	Inf.: 8 Feb 44
PW Inf # No 1/93 CSDIC	Mraz opened new A/C factory on aerodrome at Trenscanske Biskupice. Ju 88 or He 111 believed to be manufactured here in future. Some 800 or more employed working 12 hr. day	As of Apr. 43
OSS #A13713A	Trencanske Biskupice, Poland A/C plant is to be moved here. Capacity should reach 1000/year.	24 Sept.
A-25333 D-1360	Prague-Holesovice In one of the halls of the exhibition site in the part of Kralovska Obora here, a manufacture of parts for Junkers fighter has been installed. Labor force of 4-600	10 Mar 44
Pol. Int. #1765/43	Junkers at Debica, Poland Receives parts from Germany for assembly	23 June 43
PO 5272/ OSS B 3896	Platzdorf, (Kraupischkin) E. Prussia New plant making (Dornier) bombers. 6000 Russian workers engaged in plant construction	17 Apr 43

APPENDIX B. (continued)

Source	Report	Date
Pol. Int. PO-5127-5132	Krauppertal Eisenbahnwerke, Danzig These plants near the Steinbeck station are engaged in the production of torpedo carrying bombers--He 115. Main A/C production is to be taken over from July onwards by the Staatswerft in Danzig	22 May 43
Pol. Int.	Do. in Hungary 1. Agreements signed in Hungary for the erection of a branch of the Dornier works for the production of the Do 218	18 June 43
Am. Consul Turkey	2. There is a new Dornier A/C works at Debrecen employs 8-10,000	2 Oct. 43
OSS A 14024	3. Plant at Hortobagy Produces about 20 Dorniers per month . . . in operation one month	29 Sept 43
OSS A 14004	4. Planned to move to large subterranean plant at Hortobagy, 2 km E of Debrecen	28 Oct 43
SB 948 (P.7/8503)	Neustadt Tafelfichte, Czech. Comp. for Junkers assemblies. Emp. 5,000. Set up in old spinning mill. Going to replace factory at Sconebeck (Schonebedk?) as well as the assembly factory at Dessau. These factories evacuated here for fear of bombing. All pieces made for the JU motor. Near Magdeburn, Dessau and Rothen.	Jan. 44
Am. Consul Turkey	Junkers at Fuyfo, Hungary Small town near Pet. JU Factory reported here	20 Oct 43
	Focke-Wulf - Adlerhorst. Reported producing 189 & 190's, located 20°32' E, 52°26' N. In forest on main road running NE from Greenfleiss (?) to Kaltenbon(?)	28 Dec 43
OSS A 18305C Switz.	Wütoshingen at Waldshut 20 A/C, minus motors, made daily at this plant located 7 1/2 mi NE of Waldshut. Me 111, 109 & Do 217. 5,000 workers, 2/3 of which are foreigners, 1/3 German.	20 Nov 43

APPENDIX B. (continued)

Source	Report	Date
Rpt. # SO-565-7 Switz.	Waldshut. Me 109 & 111 being produced at the Waldschingen works as well as DO 217 at rate of 20/day minus motors (same report).	23 Dec.
P/W Interrogation (EB 4/1/2)	In '42 informant saw a/c factory here producing HE 111 components. Empl. c 800. Former Arconia werke which employed laundry machines.	18 Aug 43
CSDIC (Air) CMF #:I/1, 2/Mar/44 as of Nov/43 CID #63729	Messerschmitt Hoerzhausen, Bavaria (Info. from PW who lived in vicinity) Factory lies about 20 miles NE of Augsburg, on rr. to Ingolstadt, between Schrobenhausen and Hoerzhausen. Approximate pin-point: 11°14'E; 48°34'N. Lies in a large wood, about 3 km W of Schrobenhausen and to the S of the road from that village to Poettmes. Extends southwards to the Augsburg-Ingoldstadt RR, the western edge of the complex being about the station of Hoerzhausen, which is the last station on this line, if travelling from Augsburg, before Schrobenhausen. Complex extended almost to the RR and also to the road from Scho. to Poettmes, the buildings being clearly visible from both the line and the road. PW had often passed it, whilst on his last leave he passed two or three times by rail and once by road. Complex was first started in about 1941 but did not go into production til Aug/43. Building was slow at first, but in mid-43 was greatly speeded up and size of complex probably increased to double. PW never inside the complex but knew friends who worked there. Older part of the complex lay on the N side, close to the Schrobenhausen-Poettmes road. Buildings of this part were half underground and substantially built; walls of steel frame-work, filled in with brick-work. Source unable to describe construction of roofs, but knew they were slightly curved and covered with earth, on which were planted trees and grass to make them blend with the surrounding wood. Not entirely underground, because they looked like small mounds from the road.	2 Mar. 44 as of 11/44

APPENDIX B. (continued)

Newer part of the complex built very quickly, on the surface only, and camouflaged with netting and and paint. Construction not so substantial as the older part, being of steel frame-work, filled in with double walls of bricks made of a conglemerate of small stones and cement. Bricks laid so that there was a gap of rough 1/3 of a brick between each and there was a small space between the inner and the outter walls; both walls were of the same construction. Roofs were of shallow, North-light type and PW believed they had windows in them, but was not certain of this. In the older buildings there were no windows in the roofs. When PW saw the plant in Nov/43 construction was still going on. This he assumed because he saw large quantities of building materials going into the complex by rail.

ACTIVITY: Only thing PW could say with certainty was that they were producing large Me a/c; his friends assured him that they were neither SE nor TE fighter. He did not believe they were assembling complete a/c as there was no flying-field by the plant. Also didn't believe they were producing engines, as he never heard any being tested nor did he see any cases, which could have contained engines, being removed from the plant. All deliveries were made to REGENSBURG by rail. Since this plant had come into production, there had been a very great increase of traffic on the Augsburg-Ingoldstadt line. From size of trucks, PW believed they were either producing wings or air-frames.

LABOR: Estimated between 8,000 and 10,000 in Nov/43, composed mainly of Germans, many of whom came daily from Augsburg.

APPENDIX C.

INTELLIGENCE ON ENGINES

Source	Report	Date
S-9211/43	Jumo at Jilemnice/Starkenbach sends components to Mitt. Deutsche Mot. at Taucha	2 Feb 44
G-1787 Turkey	Nova Paka (N Bohemia) - Former Schnabl textile factory now occupied by D.B. produces 4,000 engines/year	Inf. Jan. 44, Rpt. 22 Feb.
OSS 3 FFO/38	Niemautch in Hannover Mercedes aeroengines. Has many French workers	26 Oct 43
OSS Rpt.	Address of Junkers plant given at Flugzeugbau Warchaw 19.	16 Aug 43
Pol. Int. #1079/43	Flugzeugmotorenwerk at Peedersdorf (location?) Set in operation towards end of Feb. 2,000 workers	Feb. 43
Pol. Int. 1073/43	Flugmotoren Werk at Trebninim (or Trebnitz - or Trzebnica?) Emp. 4,000 alien workers. In operation	1 Mar. 43
Pol. Int. S-2643/44 1994/44	Motorenwerke Stadlau b/Wien. The factory grounds are at a distance of about 200 m. south of the Stadlau rr. station. According to information dated Jan. 44, the production comprises of such engine parts as crankshafts, pistons and bearings.	
Pol. Int. #1598/43	Flugmotoren Bisaberg - Vienna Aeroengine factory making only DB 601 - In Feb. 43 about 60 engines sent to WNF	Feb. 43
P/W Info. #ONI/93/ CISDIC	Mercedes Benz at Bratislava (Pressburg) Slovakia. New factory here (sketch shown on original report).	as of Apr. 43
OSS A 20301	Daimler Benz Factory at Vandans Plant located a little to the left of the Ill River. Produces 20 DB engines, 606. . .	31 Jan.44
OSS A 5400	Mettalwarenfabrik Wieland - Ulm Medium sized plant produces aeroengines	Aug. 43

APPENDIX C. (continued)

Source	Report	Date
OSS SF 784	Weser Flugzeugbau Robstein, (Czecho) French worker was evacuated from Bremen to this place which made parts for aero-engines. Had 24,000 workers	15 Sept. 43
G 1787-1 Turkey	Kradec Kralove, new factory has been built near Plotiste about 300 x 800 m., having 3,000 workers. Mfg. light metal castings only.	Inf. Jan 44 22 Feb. 44
OSS A-20583	Ostmark Engine Works - Prague XIX - Ruyzue - Produces Junkers aeroengines.	3 Jan. 44
OSS A-20583	Ostmark Engine Works Prague-Kbely - Junkers aeroengines.	
G 1787-1 Turkey	Kbely in Prague, now occupied by Spre-werke and Ostmarkwerke - 10,000 emp. in a/c prod.	Inf. Jan 44 Rep. 22 Feb
	See Appendix B for report on Junkers at Neustadt Tafelfichte See Appendix F for report on Junkers and Daimler at Kralov Dvur.	

APPENDIX D.

INTELLIGENCE ON MINOR COMPONENTS

Source	Report	Date
SP-1203 S/2644/ 44.3	Junkers-Ozorkow Schlossenische Manufaktur Ozorkow taken over by Junkers. Part of workshop located in cotton factory of L.K. Pognanski, Lodz	22 Mar. 44 Inf. Feb 44
SP-1203 S/2644/ 44.3	Filter I Mann-Lodz, Output of fuel tanks for FW-190 Averaged 1000/mo.	end of Dec. 1943
SP-1920 S3572/44	Muller and Siedel, Lodz, Production of parts for A/C undercarriages and sub-assembly	Inf. end of Dec. 1943
SP-1920 S3572/44	W. Krusche, Pabianice Production of A/C parts and m/c tool overhaul. 300 employed	Inf. end of Dec. 1943
SP-1920 S3572/44	H. Kosta, 3 S Krzywaua(?) St., Lodz. Production of A/C instruments, partly from material obtained from damaged instruments. 500 employed.	
SP-1920 S3572/44	Christian Fluggeratewerke, 26/28 Wergau St., Lodz. (Askania Branch) Starters for aeroengines. Rough machining of cylinders, pistons and con.rods. Parts for aero instruments. Emp. 900; new branch at 19 Katra St.	
OSS B-4538E	Martin Schmitt (Schmittner?) Plastic works at Werder-an-der-Havel. Makes plastic materials. Secret dept. where substructures (A.C wings, cockpits (carlingues = fuselages?) of special grinding material.	4 Aug. 1943
Pol. Intel. 1998/44	Deblin a/c factory, Poland. In the Deblin aircraft works, an additional fuel tank was fitted into the He 111.	January 1944

APPENDIX D. (continued)

Source	Report	Date
C29223 FF	Usine Weichmetall - Thorn, Poland Undercarriages, 150/mo	20 Dec. 1943
OSS G1464 Istanbul	At Luckenwalde, about 50 Km. S of Berlin on the Juterborg-Halle line, a/c designing offices and testing labs have been accomodated after being evacuated from Berlin. Installations run by several a/c firms jointly and employ personnel and eqpt. belonging to all of them.	
SP-1205 S/2644/44	Apparatenban-Rumia-Zagorze Factory for production of a/c instruments put in commission in '41. Lies near Adynu-Reda road near the stream which flows through Zagorge village. As of info. dated Dec. 43 - employed 2000.	22 Mar. 1944

APPENDIX E.

INTELLIGENCE ON REPAIR WORK

Source	Report	Date
SP-1108	Okecie repair shops at Skodawerke grounds had following factories active there: Plant — Employed: Jumo — 760 Poles 47 others D. B. — 255 " 54 " BMW Franckenwerke — 107 " 24 " Bosch - Al. Krakowska Junkersflugzeug	11 March 44
Pol. Intel. #5227/43	Paluch firm (formerly PZL WP #1) in Paluch, Okecie. Taken over by the Germany, engaged in construction of fuselages. Also assembles A/C from parts from Berlin.	July 1943
Pol. Intel. #3626/43	PZL Wytwornia Silnikow - Okecie (motor factory - now Skoda Werka) Front Reparaturbetreib A.G. for D.B. Flugnotoren. Repairs 90 - 115 DB 601 per month. Production steadily falling lack of parts and engines to repair. Employs 420 manual workers.	January 1943
Pol. Intel. #3442/43	Siliyshaw-Werke - Elbing Produces A/C and tank parts	23 Aug. 43
SP-664	At Elbing. Located on north edge of town about 400 m. from RR line. A/C factory for engine repairs. At present some 1000 engines in it.	21 Feb. 44
Pol. Intel. #0531/44	A/C factory at Eldena (Mecklenburg) 14 Km. from Greifswald on the sea. Informant saw 8 large hangars - worked in one of them - 20 A/C assembled there (in that one hangar) Aerodrome nearby had 30 A/C of various types.	Sept. 1943

APPENDEX E. (continued)

Source	Report	Date
CSDIC #F-2 63738	Bayrische Metallwerke, Nurnberg Switched from kitchen repairs to Me 109 and 110 repair during 1943. Informant heard that a total of 3 or 4 aircraft arrived there daily.....also mfg. AP bombs and assembled torpedoes..... employed 500 (!)	Sept. 1943
SP-1203 S/2644/ 44	Frontreparatur VLM Piotrkow Trybunalski In Jan. 1944 a workshop was set in operation in textile factory for repairs to propellor units. Store is well stocked.	22 Mar. 1944

APPENDIX F.

INTELLIGENCE ON UNIDENTIFIED ACTIVITY

Source	Report	Date
P/W Note via A13 (c) 1	Plane plant in pine woods west of RR at Tribbin - 10 mi. N. of Luckenwalde, itself 20 mil. S of Berlin	Date (?)
AD1K1 060/44	Calw, Wurttenberg Aircraft component factory about 3/4 Km. from R.R. station. Factory in form of a "U", each arm of which being 150 m. long & bottom 300 m. long. Emp. 2000 workers of whom 1300 were French. Observed regular dispatch of engines and A/C comp.	Inf. Jan.-April 43
OSS Report	Scharringhausen in Verdingen. Woman states that she had volunteered as worker in building of planes here. States she is getting along OK on her machine.	7 Sept. 43 (Inf. as of 6 Apr. 43)
SB-1733 p. 7/9824	Vennesberg (Vennusberg)....Factory working on assembly of 6-engine plane. Housed in an old spinning mill.	Inf. Nov. 1943. 5 Apr. 1944
Pol. Int. 4014/43	Wunsdorf (E. of Hannover). Since Aug. transports of machines, A/C parts, engineers and workers have been arriving. Probable workshops being set up inside underground premises previously constructed.	Oct. 1943
OSS A-17391 Near East	Wörgle, Austria. Tyrolese Tech. told colleague in Turkey new factory near here producting fighters...	13 Oct.1943
OSS A-17333 Near East	Wörgle, Bomber A/C are fitted with rocket guns here	13 Oct.1943
11391-7 Istanbul	Wörgle. Bomber A/C fitted with rocket guns here. Plant in factory, excellently camouflaged.	Report 25 Mar.1943
11977-6	Wörgle. Bomber A/C factory here on left bank of river. Sun some hundred yards from river. Several separate buildings, well camouflaged.	22 Mar.1943

APPENDIX F. (continued)

Source	Report	Date
bl776-2 Egypt	Wörgle. Only A/C production at Wörgle known to subsource is small plant mfg. parts for use in former cellulose factory.	30 Jan. 1944 Rpt. 22 Feb. 1944
MEW Cairo	Flugzeugwerke GmbH - Hirkenberg. A/C components. 1000 est. emp. on 1/1/40.	15, Oct.1943
CSDIC Slovakian refugees left in Feb.1944 CID 66872	Biskubiaz, 14 km. S. of Bratislava. Bombers are constructed in factory founded by the Germans in the Buildings of an old castle. Production began early Jan. 1944	As of Feb. 1944
Pol. Intel.	A/C works at Wejherowo - Neustadt nr. Danzig. One shop of Diesel engine factory transferred from Wilhelmshafen. Makes A/C components -- 5-6000 workers from Bremen & Wilhelmshafen.	6 Aug. 1943
MEW Weekly Intel. #84	Zimmerman Piano Factory - Ebersbach, Saxony. 1600 employees. Produce mainly ribs for A/C, and also wings for A/C and gliders	16 Sept. 1943
MEW Weekly Intel. #84	Forester Piano Factory in Lobau, Saxony. 2/3 of 800 employees now producing A/C parts.	16 Sept. 1943
OSS A 20583	Neudek, near Karlsbad - Neudeker Papprerfabrik A.b. Four weeks ago this plant was evacuated of its machinery... it is to house Italian machines evacuated from Turin. They have not been mounted as yet. Neuderker Wollkaemmerei und Kammgarnspinnerei textile mill emp. 4500 before war. Cleared of machinery some months ago and readjusted for A/C production.	3 Jan. 1944

APPENDIX F. (continued)

Source	Report	Date
OSS A21400	Sudetenpau - Joachimsthal (Jachymov). 14km. N. of Karlsbad. M/C shop and storehouses cleared from tobacco factory of the Czech. Tobacco Monopoly here in readiness for machine equipment for A/C production. Expected to arrive soon from study.	14 Jan. 1944
OSS A21400	Sudetenpau - Lobositz. Chocolate factory of the Bulhische Schokoladewerke "Deli", 7km. WSW of Leitmeritz on the River Elbe. Occupies large building housing 6-800 before war. This space to be occupied by A/C production, the machinery for which was to come from Italy.	14 Jan. 1944
CSDIC Slovakian refugee CIC #66072	Myava (Miava). 48° 45' N 17° 33' E. A/C parts to be made in a factory hastily built by the Germans in the old buildings of the hydro-electric works. Production said to be beginning in early Feb. 1944. More than 3000 workers from surrounding district have been recruited. Factory heavily guarded.	as of Feb. 1944
OSS A 20583	Mlada-Boleslav -- Veremigte Textil und Druckjabrik "Kosmans". This plant designated for A/C production early in 1943 and started production some months ago.	3 Jan. 1944
OSS A 25437 T 1093	Labant nr. Gleiwitz. The Hermine works here makes A/C parts and a metal foundry for airplanes such as Dural, Bandel, Elektrol.	26 April 1944
P/W note	Reported factory for Luftwaffe wing tips and cowls in Makisch-Truban station area.	10 Mar. 1944
Pol. Int. #1767/43	Lenc Co. at Pulowy, Poland. Now producing A/C parts in workshops in a/d at Klikowa. Aero engine workshop installed in State Institute of Agricultural Science. Opposite these buildings, large halls built in 1941 for A/C assembly.	Date?

APPENDIX F (continued)

Source	Report	Date
Pol. Int. 4127/43	Gorlisch works in Schumbach, Upper Silesia (14km. from Czechoslovakian border) Modern plant employing 7000. Makes 12 A/C per month.	Sept. 1943
MID MA 1881 S916/44	Reichenberg (Liberec) Sudeten A/C assembly plant here. Aerodrome nearby.	Oct. 1943
OSS #A19477 Istanbul	Bismarck works in Katowice. Largest German A/C plant in industrial region of upper Silesia. Reported to employ 35,000.	27 Mar. 1943
Report # C-5932 Czech.	Hostivar nr. Praha. New factory here, belonging to Macoska firm, employs 4000 for mfg. of A/C.	28 Dec.1943
S2932 Surtz	Mraz at Nitra. Producing one fuselage per day.	10 April 1944
OSS A22529	Aero Aircraft Co. is building airplanes and aero engines at two plants at Prag-Karlin, Rockycanova St. and in the well-known workshop of its Kbely plant situated north of the main Letvany-Kbely road.	11 Mar.1944
G-1083 Istanbul	Aero constructing A.C parts in its former auto repair shops at Prague-Karlin (X district), Rockycanova St. Also runs plant at Prague Vyscocany which turns out complete Junkers aircraft.	14 Dec.1943
OSS A20583	Kralove Dvur - Joseph Sochn textile works turned into a military A/C works. Factory cleared early in 1943, by all accounts, and its machinery scrapped. Production of FW A/C has been located in the factory space of the "Textilewerke A.G." of Kralove Dvur, formerly "Textilewerke Gustav Deutsch," which was vacated early in 1943.	3 Jan. 1944
S-9211/ 43	Firms at Dvur Kralove sends components to Mitt. Deut. at Taucha.	Date ?

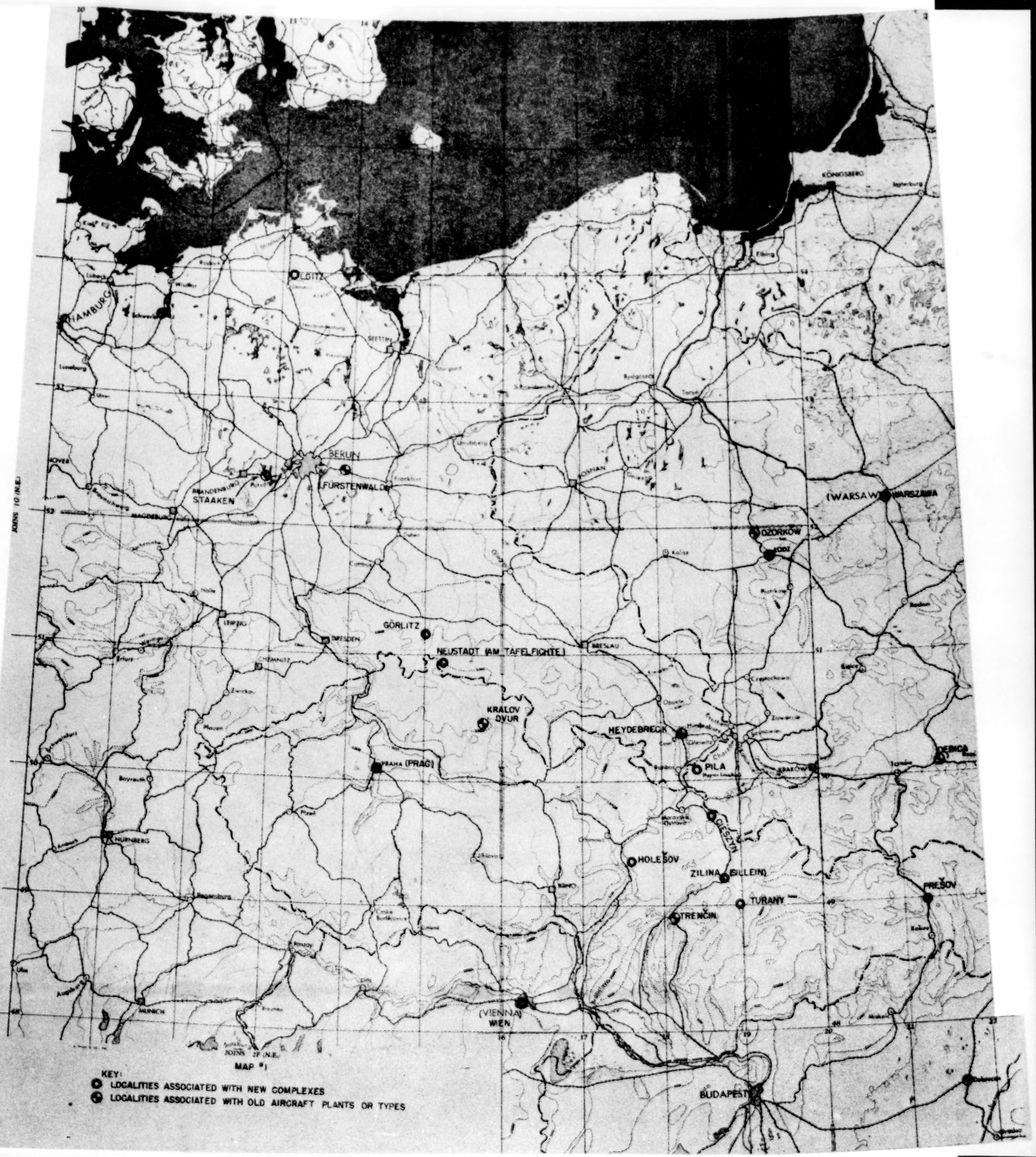
APPENDIX F. (continued)

Source	Report	Date
Free French	Daimler at Dvur Kralove (Koniginhof) Section of Daimler have been moved there.	8 Sept.1942
OSS A-103656	Junkers at Dvur Kralove. Sections of Junkers have been transferred here.	11 Aug. 1943
OSS (MEW CX29202) 35D9	Mraz at Presov. Wray erecting a factory here where it is reported bomber aircraft will be produced.	19 June 1943
G 1787-1 Turkey	Chocen (E. Bohemia)- Mrazek factory enlarged from 40 workers - 1800 now working on airplanes.	Inf. Jan.1944 Feb. 22
S2-6003-1-7 Czech. Intell.	The firm Mrazek at Chocen employs 1800 and is incorporated in the system of aircraft production. (Same as above report?)	19 Feb.1944
OSS E/3015	Bruna Maschinenbau - Geselschaft, Brno 470 workers - produce exclusively a/c parts in series.	9 Mar. 1943
OSS A-24835	Prof. Messerschmitt visited Brno in second half of January to organize the transplantation of the A/C mfg. to Brno and Jihlava, textile-factories plants. The factory plants of the RWM are being removed, too, to Jihlava. To Kolm, there are being moved the workshops and stocks of supplementary material from Mazde Geng.	25 Mar. 1944
Pol. Intell. #1240/43	At Heiterbeck, (Ger. Silesia) big A/C factory under construction. Partly already working. 50 20 N, 18 15 E	25 May 1943
PO 0173/44	Hemkel at Heydebreck. A large bay of ferro-concrete construction is being created. Hemkel engines and artillery ammunition of various calibres are manufactured there. Sign over entrance says, "Farbenindustrie."	May 1943

APPENDIX F. (continued)

Source	Report	Date
SF 10CL London	Diosgyor, (Hungary). Airplane production, 70% of which goes to Germany at the large metallurgical factory here. Important producer of assault tanks as well.	Diss. 10 Nov.1943
SP 1244	Tecuci-Rumania. A/C factory in west part of city. Components come from Germany and Czechoslovakia. Two and 3-engine A/C assembled. Employs 8-1000 workers. Monthly output not over 15-20 planes at present. Fire (due to sabotage) destroyed one wing.	22 Mar. 1944

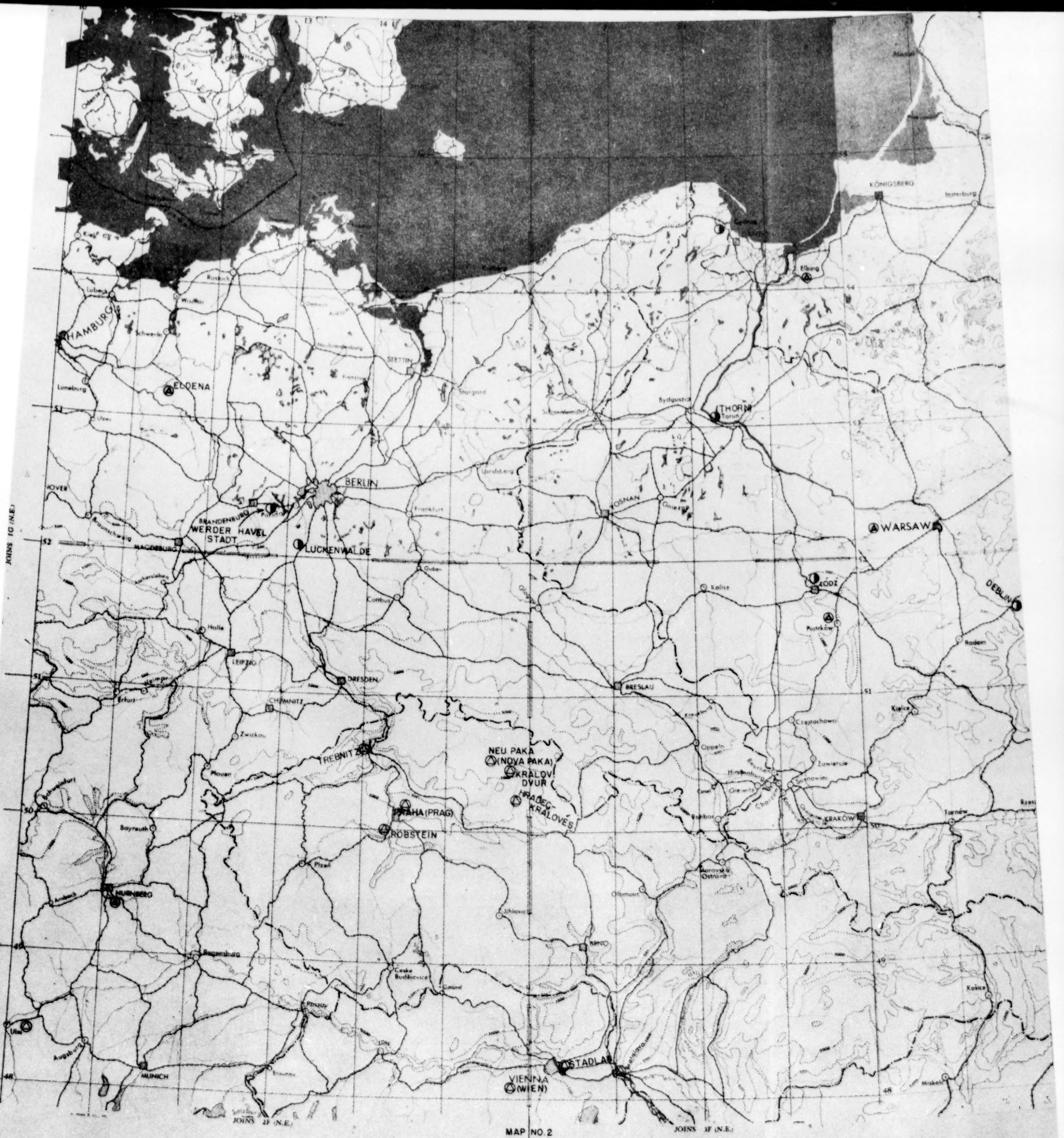
Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.



MAP #)

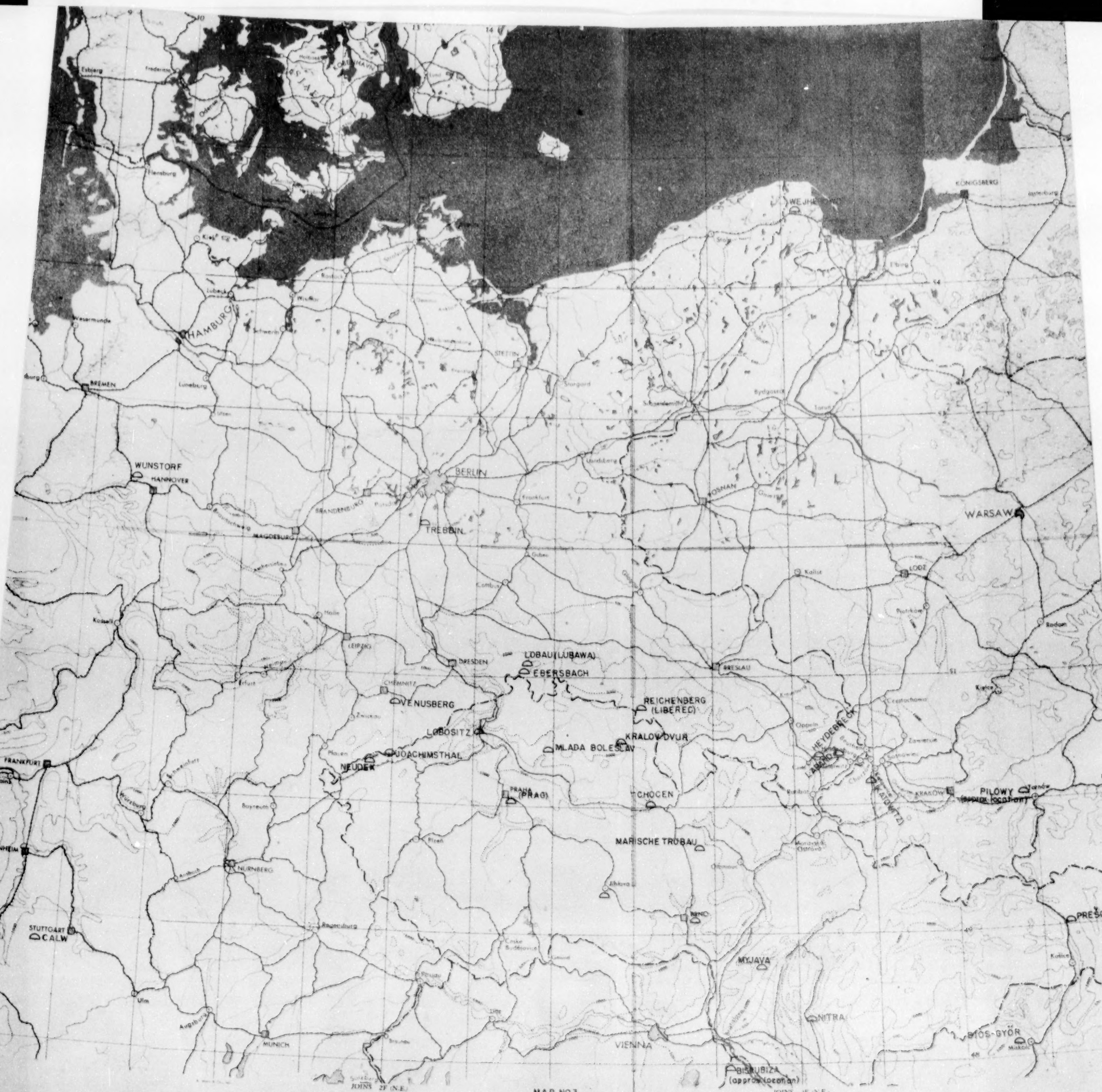
KEY:

- LOCALITIES ASSOCIATED WITH NEW COMPLEXES
- LOCALITIES ASSOCIATED WITH OLD AIRCRAFT PLANTS OR TYPES



MAP NO. 2

◑ PLACES ASSOCIATED WITH THE PRODUCTION OF MINOR COMPONENTS
△ PLACES ASSOCIATED WITH ENGINE PRODUCTION
◬ PLACES ASSOCIATED WITH REPAIR WORK



MAP NO.3

△ SHOWING THOSE PLACES WHOSE PRECISE FUNCTIONS IN THE AIRCRAFT INDUSTRY HAVE NOT BEEN DETERMINED